

IN THE SPECIFICATION:

Please amend paragraphs [011], [016], [022], [023], [030], [033], [040], [042], [050], [065] and [067] of the specification as shown below, in which deleted terms are shown with strikethrough and added terms are shown with underscoring.

Paragraph [011]

Therefore, there has been ~~required~~ desired a supporting structure of a window glass of a vehicle, that does not cause a wind-roar, and that improves the appearance of the vehicle by making the outside surface of the window glass flush with the vehicle body.

Paragraph [016]

In this case, since the junction is sandwiched between the first window piece and the second window piece, the outside surface of the window glass is flush with the outside surface of the vehicle. Thus, the wind-roar due to the protrusion is never caused and the appearance (design) of the vehicle is never ~~be~~ spoiled.

Paragraph [022]

FIG. 6 is an enlarged view showing the condition that the joint is fixed to the window glass by a screw.

Paragraph [023]

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

The preferred embodiments of the present invention will be explained with reference to the attached drawings.

Paragraph [030]

The outer panel 3a is placed at the outer side of the door components, and the inner panel is placed at the vehicle's cabin side of the door components. The space (an interior space) is provided between the outer panel 3a and the inner panel, and stores a regulator 8, guide rails 4

and 7 5, and a beam (not shown) which reinforces the rigidity of the door 1. Here, the regulator 8 is a device that controls the ups-and-downs (open and shut) movements of the window glass 2. Additionally, the interior space between the outer panel 3a and the inner panel is used for storing the window glass 2 when the window glass is lowered (opened). In this FIG. 2, the inner panel is omitted so that the arrangements of the regulator 8 and guide rails 4 and 7 5, which are provided within the interior space, can be realized.

Paragraph [033]

As shown in FIG. 4, the outside surface 2a of the window glass 2 is ~~being~~ flush with an outside surface of a vehicle body 18. Here, the outside surface of the vehicle body 18 means that the surface of the vehicle body 18 in the case of a hard-top vehicle. The outside surface of the vehicle body 18 means that the surface of the door 1 in the case of a vehicle other than a hard-top vehicle.

Paragraph [040]

In the present invention, the ups-and-downs direction's length (R1) of the junction 6b (7b) is longer than the fore-and-rear direction's length (R2) of the junction 6b (7b). In other words, the length (R1) along the sliding (transfer) directions of the window glass 2 of the junction 6b (7b) is longer than the length (R2) ~~vertical~~ perpendicular to the sliding (transfer) direction of the window glass 2 of the junction 6b (7b).

Paragraph [042]

In the present invention, to be more precise, since the area in the ups-and-downs directions of the junction 6b (7b) is large, the adhesive force between the junction 6b (7b) and the window glass 2 exceeds the momentum force, which is applied in the ups-and-downs direction (shown by arrows E and F), and the tensile force, which is applied in the direction shown by an arrow G. Thus, the window runner 6 (7) is not detached from the window glass 2 when the window glass 2 is moved in the ups-and-downs directions and excess momentum force is applied to the junction 6b (7b).

Paragraph [050]

As shown in FIG. 2, the guide rail 4 is disposed in the vicinity of the fore-side end of the door 1 and the guide rail 5 is disposed in the vicinity of the rear-side end of the door 1. The guide rail 4 (5) is fixed to the door sash 3 and the door 1 by welding for allowing the window glass 2 to move in the ups-and-downs directions smoothly and for supporting the window glass 2 with accuracy. In the present embodiment, at least top part and bottom parts of these guide rails 4 and 5 are fixed to the door 1 by welding.

Paragraph [065]

In the present invention, additionally, the window runners 6 and 7 are provided within the vehicle cabin and are not exposed to a wind and rain. Thus, the considerable endurance of the window runner 6 and 7 can be obtained. In this case, since the bonding agent, which is suitable for use in the vehicle cabin's environment, can be adoptable, the bonding strength of the window runner 6 and 7 can be improved.

Paragraph [067]

In the present embodiment, still further more, since the supporting structure of the present invention is composed of a small numbers of the parts and is small in size, the adoption of the supporting structure does not require the excess cost. Thus, various types of vehicles can adopt the present invention's guide rail by simply changing the longitudinal length of the guide rail in compliance with the size of the window glass.